

January 2021

# Arrowhead

The Quarterly Magazine of the Gold Country Indian Motorcycle Riders Group

The Challenger Rocks Laguna Seca

Rides with Friends

Cold Weather Necessities

Remembering Safety Basics

Upcoming Events

## Who We Are

There are riding groups, and then there's *our* riding group, just like there are motorcycles and then there are *Indian Motorcycles*.

Maybe it's the brand that draws the kind of decent, fun-loving and down-to-earth people we have in this group, or maybe it's being connected to a family run dealership that makes everyone feel like family, or maybe it's simply being in one of the best places on earth to own a motorcycle.

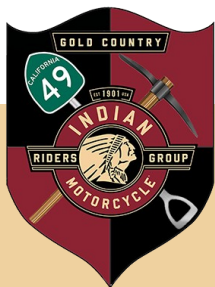
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

In fact, we have kept it so simple for the first four years, we didn't even have bylaws. That has changed. In 2020, we adopted chapter bylaws to sup-

port the IMRG National Charter. We did our best to keep it to the bare minimum. (See Page 14.)

In the end, a group is the sum total of its parts, and our parts — our members — are vibrant and diverse.

No matter how different we may be individually, we share a passion for motorcycling and a love for Indian Motorcycles. Over the years, that has produced memorable trips and enduring friendships.



## How It All Started

The new Indian Motorcycle® Riders Group™ (IMRG) was introduced during Daytona Bike Week 2014. IMRG provides Indian Motorcycle owners and their friends with special member benefits and the opportunity to connect with fellow riders.

Local IMRG chapters are formed in conjunction with Indian Motorcycle dealerships.

Our goal is to get together and enjoy riding so we focus on our motto "Get out and Ride." Our chapter will also help the dealership host open houses, demo events, and charity rides.

Our local dealer is C&E Auburn Indian & V-Twin in Auburn, California. We are Gold Country Indian Motorcycle Riders Group - Chapter #1950. GCIMRG is

open to all riders and motorcycle makes.

We are riders who get together to share our love of motorcycles. We want to engage Indian Motorcycle owners and other motorcycle enthusiasts in the local area to get out, ride their bikes, and enjoy the heritage that is the Indian Motorcycle.



Carlo and Emma Lujan, owners of C&E Auburn Indian and V-Twin.

## From the Editor

Happy New Year! We're all grateful to turn the page on 2020, no doubt. As humorist Dave Berry wrote: "We're trying to think of something nice to say about 2020. Okay, here goes: Nobody got killed by the murder hornets. As far as we know. That's pretty much it."

For us motorcyclists, though, at least we could continue to

find solace on the open road.

Our group was limited, however, by all the pandemic restrictions, so we held far fewer GCIMRG rides than usual.

Here's to hoping the vaccines being distributed work as advertised, and, perhaps by midyear, we can return to living as we did before the coronavirus hit. I'll drink to that.

Every quarter, I enjoy putting together this publication. As always, I welcome your input and ideas. [Email me any suggestions or feedback you have.](#)

Thank you. Stay healthy. Keep riding. And cheers to 2021.

- Andrew



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## Arrowhead MAGAZINE

Arrowhead Magazine is the official quarterly publication of the Gold Country Indian Motorcycle Riders Group #1950. It is published in January, April, July and October each year.

The group's mission is to promote safe motorcycle ridership, connect riders throughout the Sacramento region who share a passion for motorcycling, and support C&E Auburn Indian & V-Twin dealership and the Indian Motorcycle brand.

While Arrowhead highlights the group's activities and the organizations and causes it supports, it is an independent publication that does not speak for, or represent the official views of, Indian Motorcycle or the C&E Auburn Indian & V-Twin dealership.

Submissions from group members are welcome and encouraged. They should be sent to the editor at least two weeks prior to the month of the next publication.

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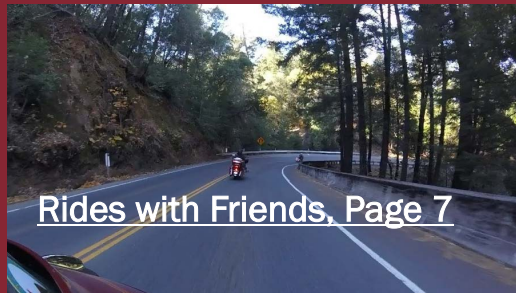
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# On The Road



GC Indian Riders leaving Calistoga on Hwy 29

Photo By Doug Williams



## President's Message

Well, I am searching for words, thoughts, reflection for this quarter's Arrowhead magazine article. I think that I should talk about motorcycles, riding and the enjoyment and the camaraderie we share in our membership.

**The adversity of 2020 taught us many things. One was the value of motorcycle riding.**

Yet something aches in the back of my skull. Perhaps sharing something profound, with deep insight, intriguing, or perhaps pedagogical should spew out. But regrettably, I know very little.

Pedagogical? Yes that's it. 2020 has been a lesson. It's been a lesson in pain, sorrow, fear, disillusionment, uncertainty, hate and death. Yes, it has been a tough year.

But what I have noticed is that as this pandemic and all of its elements play out, we still seem to find the good things, too. Such as hope, caring, love, friendship, gratitude, altruism, thoughtfulness, and the spirit of survival.

It is our instincts of security and survival that drive us. One thing is for sure. When I felt down and uncertain, the lesson I learned was to turn it into a positive. Help someone,

be grateful, show some love.

It also didn't hurt one bit to scoot down the road with my Thunder Stroke© 116 under my seat, wind in my face, and let all that negativity fade away. As brutal as 2020 was — robbing so many of their health, their livelihoods or the things they loved to do — we as motorcyclists were fortunate, because our passion was not squashed by the pandemic, although its restrictions certainly limited our group rides.

Every new year offers hope, and I personally hope and expect 2021 will be better for our group than 2020 was.

Which reminds me: It's that time again — time for Gold Country riders to renew their memberships by submitting an annual enrollment and waiver form and paying dues. [Go here](#) to do it, and please renew by March 1, 2021.

Finally, we're always thrilled to welcome new members. As of Dec. 15, they include Steven Acuff, James Cook, Doug Cummings, Dennis Gunter, Dana Hamilton, Albie Jachimowicz, Rob Krager and Jason Sheppard. Welcome!

So for now, I send positive thoughts to all our members. Hang in there. 2021 will hopefully be better. We shall ride again.

— Larry





# Indian Motorcycle News

## A Quiet End to 2020

The last quarter of the year is usually one of excitement in the motorcycling world, as manufacturers try to create buzz by rolling out new models or concept bikes at international shows in Europe and Japan.

Due to COVID, all those shows were canceled, making the end of the

praise. 2020 was an awful year for many people and many businesses, but it turned out to be a great year for power sports in general and for Indian Motorcycle in particular.

C&E co-owner Emma Lujan said the dealership sold more bikes in 2020 than in the previous year. Sure the industry benefited in a year when social distancing severely limited people's recreational opportunities, but Indian's strong resurgence in recent years made it a motorcycle of choice for many looking to escape the misery of the pandemic and its restrictions.

Indian Motorcycle's parent company Polaris will announce its quarterly earnings on Jan. 26, All signs indicate it will be another

**Polaris, which owns Indian Motorcycle, will announce its earnings for the fourth quarter of 2020 on Jan. 26.**



year a very quiet time in the motorcycle industry. Even Indian Motorcycle, which has set the industry standard in recent years with a string of incredible product successes and phenomenal marketing and PR, has not made much news.

Indian continues, though, to draw attention and accolades for its product line. The Indian Challenger was named motorcycle of the year by Rider magazine, and cemented its standing as best in class by winning the inaugural King of the Baggers race (photo above) at Laguna Seca in October. (For more, see Page 6.)

The eFTR Jr., a \$749 electric bike for kids introduced in September (photo bottom right), also has won

strong quarter.

Meanwhile, American Flat Track racing gets underway this spring, with Sacramento slated to hold **back-to-back races on May 7 and 8**. Can't wait! Can Indian take the title for the fifth straight year? Stay tuned.



# Challenger Shines



## And Wins Bagger Battle



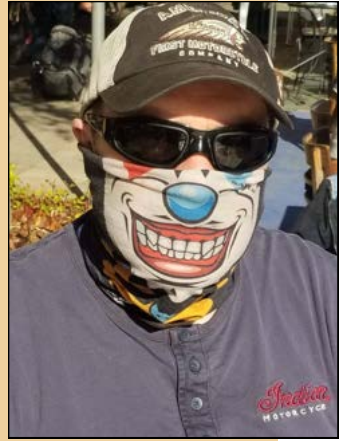
You gotta love how this went down, at the inaugural King of the Baggers race at Monterey's Laguna Seca Raceway on Oct. 24. Two Indian Challengers lined up against nine Harley-Davidsons, and the Challengers finished first and third. The winner was Tyler O'Hara (above, photo courtesy of MotoAmerica), riding this beauty (left, photo courtesy of Indian Motorcycle), modified by S&S Cycle. Finishing third was Frankie Garcia, on a Challenger modified by Roland Sands Design. Missed the race? No worries, [watch the highlights here](#), including O'Hara's dramatic pass heading into the corkscrew to take the lead.

# Rides with Friends

Out of an abundance of caution, GCIMRG has quit holding official chapter gatherings and rides as the coronavirus continues to spread and infections climb significantly across California. Still, though, as motorcyclists, many of us want to continue riding with others, if possible. We've encouraged members who choose to get out on personal rides to feel free to invite others to join them as they see fit — of course, at their own risk. "Rides with Friends" seem to help maintain our sanity by allowing many of us to get out and enjoy these informal rides. They've included treks through the Napa Valley, around the Sacramento Valley, to Finnon Lake, to Valley Springs and around Lake Pardee. On pages 7 and 8 are photos from some of those rides.









### Sunny Afternoon Offers Pleasant Ride to Rocco's Bar & Grill in Colusa

We held our monthly meeting for November at C&E, and then took advantage of a beautiful autumn day to ride to Colusa.

We headed north through the Penn Valley and then west, past Beale Air Force Base before jumping on Hwy 20 and looping around the Sutter Buttes.

Once in Colusa, we parked on Market Street in downtown, right across the street from the old Colusa County Courthouse, and then sat down for a terrific lunch at Rocco's Bar & Grill.

It was our last in-person meeting and official chapter ride before the latest surge in coronavirus cases hit and

forced tight restrictions on gathering to be renewed.

After lunch, we rode the fast and enjoyable Hwy 45 south from Colusa, through endless open fields and into Knights Landing and eventually Woodland. Riders jumped on I-5 there and headed for home, after another satisfying Saturday ride.

**On Nov. 7, we held our monthly meeting and then rode to Colusa. See [video of the ride](#) on our website.**



## Safety Corner: Remembering the Basics

Happy New Year everyone! Even with all the restrictions this past year, we were still able to get out and ride. Thank you to Larry, Andrew, and Edan for putting together some real fun “Rides with Friends.”

The fall rides we had were spectacular. Now that winter weather has arrived — and fog, rain and cold prevents us from riding much — it’s a good time to review some of the basics involved in being a safe motorcyclist.

I say that because inevitably during the winter we’ll get an errant day or two of great weather — the sun will pop out and temperatures will soar into the upper 60s — and many of us will enthusiastically jump on our bikes and ride off without much thought.

That can be dangerous, because we’re a little rusty and because in our excitement to ride after a long layoff, we might not be as cautious or deliberate as we usually are.

So, here are two articles with great reminders for you, whenever you take that next ride. (Click on the link to read the article.)

In this first piece, [Three things to believe \(even though they’re not necessarily true\)](#), the author explains why it is important to believe, as a rider, that every car is trying to kill you, that every crash CAN be avoided and that you can make it out of any turn, no matter how badly you may have misjudged it. The most important part of riding safely is being alert and mentally focused.

In this second piece, [The 10 most common mistakes street riders make](#), the author lists many things you have heard before, I’m sure. But still, as the writer points out, many motorcyclists continue to make these basic errors, such as not wearing full protective gear, riding in drivers’ blindspots, failing to look all the way through turns and not practicing their skills. Don’t let that be you!

We all love to ride, but motorcycling is inherently dangerous. It requires a never-ending commitment to stay safe, be smart and work on improving your skills.



Mike Riley, Road Director

# The Latest at C&E



**Contact Us**  
 (530) 885-5556  
 12015 Shale Ridge Rd.  
 Auburn, CA 95602

**Hours**  
 Tue - Fri: 9 a.m. - 5 p.m.  
 Sat: 9 a.m. - 5 p.m.  
 Sun & Mon: Closed

Looking to start the new year with some attitude? Or maybe you have a friend or relative who would like to? Check out some of these options from C&E. The [FTR Rally in titanium smoke](#) (above) is a ripper that will get you to work on time, blast down your favorite country highway or take you ably across the dirt road to nowhere. It comes with a list price of \$13,749. But if you're looking for a comfortable cruiser that will turn heads, it's tough to beat the 2021 Vintage in crimson metallic (below). It lists for \$20,749. When it comes to classic styling, nothing on the market is more gorgeous than this!





## Maintenance Tips

By Justin Machado, C&E Service Manager

Well, it is cold outside again and we are not riding our motorcycles as much.



The No. 1 thing you should do is keep your motorcycle

hooked to a battery tender to help save the life of your battery. And No. 2, make sure those tires are set at 40 psi throughout the winter — lower temperatures lower the pressure in your tires. So be sure to keep checking them.

And while winter may mean you can't ride as much, it's a great time to get your bike serviced.

As we all know, Indian Motorcycles rarely have mechanical issues (unlike that other American made motorcycle).

Staying on top of your service ensures problems will not creep up. Changing your oil and filter every 5,000 miles is crucial to extending the life of your engine.

Replacing (flushing) the brake fluid every 10,000 miles will keep those ABS models from getting contamination that could result in a failed ABS module and an expensive repair.

Clutch and belt adjustments are also especially important to the longevity of the final drive of the motorcycle. These and a 40-point inspection are performed on all the services we offer here at C&E.

You can review all service requirements and intervals in your owner's manuals. There will be some difference in opinion from the owner's manual, to fellow riders, to us experienced mechanics in the service department.

With that being said, feel free to contact us with any questions you may have — we're happy to help in any way we can.

## Parts You Can Use

By Rick Chasteen, Parts Department

Hello from the parts counter at C&E Auburn Indian and V-Twin! Cold, dark weather is here, and we have some options to help.

For starters, how about some heated grips? Extend your riding season with the warm comfort of these three-setting heated handlebar grips for your '18-'21 Indian Scout. (Photo below left.)



Go behind the scenes with this video in [The Garage at the Indian Motorcycle Product Development Center](#) to get a detailed look at these grips.

Secondly, an effective and bright headlight is even more important in the winter, when the days are shorter and cloudier.



Thankfully, Indian Motorcycle has developed the Pathfinder Adaptive LED Headlight (photo below right) and Pathfinder S LED Driving Lights.

The advanced new headlight fits most 2015-2021 Thunderstroke models, and the complementary driving lights fit most Chieftain, Roadmaster, and Indian Challenger models. The all-new Pathfinder Adaptive LED Headlight senses the bike's lean angle and activates individual LED projector beams to provide unprecedented visibility. With 15 individual beams — and featuring patented, cutting-edge technology that monitors the bike's lean angle in real-time — the adaptive headlight delivers unmatched illumination of the road ahead, whether upright and traveling in a straight line or leaned over to carve a turn. In addition, the Pathfinder S LED Driving Lights can be added to offer the same superior LED illumination as the Pathfinder Adaptive LED Headlight. Riders will see the road better, and other drivers will better see you and your bike.



And last but not least, have you been wondering when Indian would release a lower profile version of the quick release sissy bar? Now it has, for both Indian Challenger and Thunderstroke models. The low-profile quick release padded sissy bar with low-profile passenger pad adds passenger comfort without sacrificing the bike's low-profile and sleek styling. Got questions on any Indian Motorcycle parts? Contact the C&E Parts Department. We've got you covered.



# New Officers Elected for 2021

At its January meeting, GCIMRG elected the following officers for 2021. Listed below are who was elected, their positions and their responsibilities.



## President — Larry Ernst

Works with the sponsoring dealer to uphold the Chapter Charter and Operating Policies. Responsible for chapter operations, meetings, and implementation of Indian Motorcycle Riders Group® policies.

## Vice President — Edan Kfir

Acts on behalf of the president on all chapter business during the absence of the president, assists the president as needed, and promotes membership.



## Secretary — Patrica Freeman

Oversees administrative duties of the chapter, including recording chapter minutes, helping the group increase and maintain membership, and submitting any forms and reports to the national Indian Motorcycle Riders Group® office. Also responsible for obtaining, filing, and maintaining records of all insurance and injury release forms.

## Treasurer — Gene Walker

Maintains the group's financial accounts, pays all expenses, provides financial reports to the group, manages all charitable contributions and distribution of contributions, and submits an annual financial statement to the national Indian Motorcycle Riders Group® office. Maintains member roster.



## Assistant Treasurer — Marc Moehlman

Acts on behalf of the treasurer to help maintain accounts and expenses. Helps assure tracking, accountability, and statement reconciliation monthly with treasurer. Helps maintain chapter roster. Purchases and distributes chapter patches.



## Membership Director — Mike Lauro

Ensures new members have Indian Motorcycle Riders Group® memberships, welcomes and interacts with new members at chapter meetings and events, and manages online member lists.

## Marketing Director — Josh Baker

Advertises events to group members and ensures that all communication pieces are being communicated with members. Also maintains brand integrity and brand standards to those of Indian Motorcycle® and orders any needed marketing materials or apparel. Also assists with the planning and execution of chapter events. Helps distribute Arrowhead Magazine. Works with photographer to accomplish marketing needs.



## Road Director — Mike Riley

Plans ride routes for chapter events, guides chapter rides and keeps the chapter informed of all safety requirements.

## Photographer — Doug Williams

Takes and organizes chapter photos. Submits photos to the national Indian Motorcycle Riders Group® office and uploads them to the chapter website. Manages and updates GCIMRG Facebook page and helps direct all officers with posts. Works with marketing director and submits photos, video, and other media to accomplish marketing plan.



## Editor — Andrew LaMar

Writes, edits, and distributes chapter publications. Presents any publications to the dealer for approval.

# OUR BYLAWS

We've been a very casual bunch since starting four years ago. Honestly, we just want to get together and ride motorcycles, and you know, to hell with all the bureaucracy that rules the rest of our lives. That's always been the idea behind this group. You can call us mellow, boring, whatever. Carefree? Well, yeah, that's the way we'd like it to be. But alas, every group needs some rules, and so in 2020 we approved bylaws for GCIMRG, aiming to keep it as simple as possible while supporting the IMRG National Charter. We decided it was time to put something on paper, so others coming after us would have a road map for running the organization. Much thanks to Marc Moehلمان for writing it. Here it is.

## Mission Statement

The goal of GCIMRG is to promote safe motorcycle ridership, connect riders throughout the Sacramento region who share a passion for motorcycling, and support C&E Auburn Indian & V-Twin dealership and the Indian Motorcycle brand.

## Membership

All riders and all models of motorcycle are welcome to join the group. Dues are \$20 yearly and are renewable and paid by March of that year. New members' dues are collected throughout the year as they enroll and are renewable in March. New members who pay dues in November/December of the previous year can roll their dues into the following year. Renewal notifications will go out to the membership in January. GCIMRG will cover first year's local chapter dues for new members who purchase a motorcycle from C&E Auburn Indian & V-Twin.

## Election of Officers

Officers have a term of one year. Officers will be elected at the January meeting of the group. Officer nominations start in December, and members can self nominate. Election will be by membership present at the January meeting. Offices include President, Vice President, Treasurer, Secretary, Membership Secretary, Road and Safety Officer, Editor, Web Director. If an officer position becomes vacant during the year, the President or Vice-President can select a replacement for the remainder of the year.

## Officer Turnover

New officers will refer to previous holders of offices for assistance in assuming their new duties. GCIMRG will refer to the IMRG National charter for duties and responsibilities of the various officer positions.

## Dealership

C&E Auburn Indian & V-Twin of Auburn, California is the sponsoring dealership for the group and has supervision authority over the group. The sponsoring dealership also has the authority to assume responsibilities of any officer position and to remove any chapter officer or member.

## Ride Safety

All rides of the group will conform to the safest standards of motorcycle operation. All non-members or guests will sign liability waivers before riding with the group.

## National Charter

GCIMRG is a member of the National Indian Motorcycle Riders Group. GCIMRG will observe the provisions of the National IMRG charter.

### Gold Country IMRG #1950

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### Upcoming Events

**Sat., Feb. 6** – 9:30 a.m., GCIMRG monthly meeting held via Zoom. Check the website for details.

**CANCELED – Sun., Feb. 14** – Annual Sweetheart Run from C&E is held. Registration begins at 8 a.m. at C&E, ride leaves at 12 p.m.

To see a full listing of upcoming events, visit our website's [Events Calendar page](#).

### Your GCIMRG Officers



Lary Ernst  
President



Edan Kfir  
Vice President



Patricia Freeman  
Secretary



Gene Walker  
Treasurer



Marc Moehlman  
Assistant Treasurer



Mike Lauro  
Membership Director



Josh Baker  
Marketing Director



Mike Riley  
Road Director



Doug Williams  
Photographer



Andrew LaMar  
Editor